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the lineman

Rural Electrification Administration

Vol. I, No. 2

APRIL, 1941

U. S. Department of Agriculture

Washington, D. C.

1 KILLED IN KENTUCKY
ANOTHER IN NEBRASKA
WHILE UNLOADING POLES

Unloading of poles from freight cars caused 2 deaths in February, one in Kentucky, the other in Nebraska.

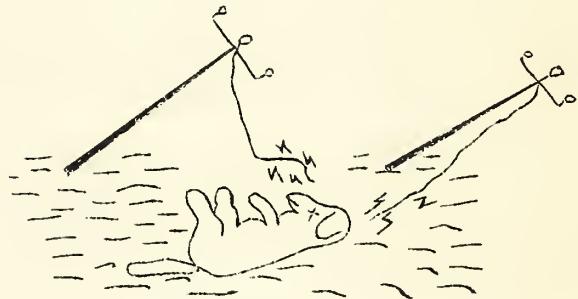
In these similar accidents, reports received by REA indicate that they could have been prevented had more care been exercised.

In the Nebraska accident, William Schoenleber and Virgil Pickering, employees of the Southern Nebraska Rural Public Power District, of Grand Island, were unloading poles from a freight car. The poles were held in place by steel bands that went up from the floor of the car, over the top of the poles, and fastened again to the car floor. They were supported at the sides by upright posts. Both men were on top of the poles, cutting the steel bands when the poles began moving. Schoenleber was crushed to death when poles fell on top of him. Pickering suffered a broken leg when he leaped to safety.

In the Kentucky accident, Junior Woods, a laborer, and an employee of D. L. Walker and Company, was instantly killed in an accident much like that one in Nebraska. He and another man were standing on a flat car cutting wires which were holding the poles. Unexpectedly, the poles started to roll and Woods was hurled to the railroad tracks, the poles rolling on top of him. He died instantly when his head struck the steel rail, the other laborer escaped with minor injuries.

DOG'S ELECTROCUTION
SAVES FARMER'S LIFE
IN ROADWAY ACCIDENT

On the lines of the Surprise Valley Electrification Corporation of Alturas, Calif., 5 native timber poles blow over during a wind storm. A farmer--member of the REA system, thought he could repair the line himself, without notifying the cooperative office. He took his sheep dog with him. The dog grabbed the primary wire, which had fallen across the road, in his mouth and was immediately electrocuted. The farmer realizing the danger now, called the manager of the system. The dog saved the farmer's life.



SUPERINTENDENT'S SON INJURED

Oscar W. Swanson, Supt. of Minn. 39 Chippewa, had the unpleasant task of reporting the serious injury of his son, Gerald. Gerald had installed a motor on the farm of A. O. Bjornson and climbed the pole to install the cut-out fuso. The farm got power from a local line which was receiving its power from Canby. When Swanson placed the fuse in the cut-out, the current fed back from the farmer's line through Bjornson's buildings. The charge knocked Swanson from the pole. He struck with such force that both of his heels were crushed.

THE REA LINEMAN

Published Monthly in the Interest of Safety of Employes of REA Systems.

David A. Fleming, Editor

THANK YOU!

It is gratifying to report that this new publication has been widely and enthusiastically received.

Scores of REA project superintendents, managers, and linemen have written to REA declaring, in effect, that the REA LINEMAN fills a definite need.

We are glad to hear that. We wish to emphasize, however, that this publication is issued solely for the benefit of those outside Washington who are interested in REA. We hope they will send in their contributions often.

DEATH LURKS IN POLES

Death of 2 persons in 2 different pole accidents is reported this month.

At first glance, it would not appear that there is anything deadly in a carload of poles. But there is. The lesson to be learned in these deaths is that a bull-rope or control rope, should always be used in unloading poles.

There are 350 REA co-ops which are members of the National Safety Council. REA co-ops, which are members, can get the Safe-Practice Pamphlet on unloading and handling of poles.

HE KNEW WHAT TO DO

The importance of first aid training is emphatically demonstrated by the story of A. Eubanks, discussed in another column.

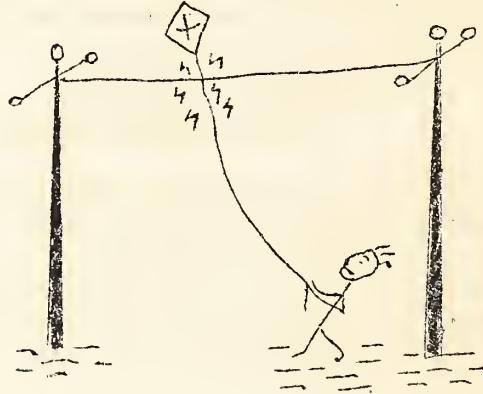
If he had not had this training the accident victim might have died from loss of blood.

It is to be hoped that all members of REA systems whether their jobs are hazardous or not, will take first aid training. One never knows when one will be able to lend a hand in an emergency.

BE PREPARED FOR ANY EVENTUALITY

YOUTH SHOCKED FLYING KITE; ALL REA CO-OPS URGED TO WARN KIDS OF DANGER

It's kite flying time and all REA systems are urged to warn the kids in their neighborhoods of the danger of flying kites. This is a harmless pastime unless, of course, the kite comes in contact with a power line. Then there is apt to be danger.



The first kite accident this year comes from St. Marys, Ohio. There, Julius Henschon, 13, was badly burned by electricity when a wire attached to his kite came in contact with a high tension wire. He narrowly escaped electrocution.

Kids should also be warned, when flying kites, to stay off the highways where there is automobile traffic.

CONTRACTORS NAMED

Junior Woods, whose death is listed on the opposite page, was an employe of D. L. Walker & Co. James Shockley, Jake Bozema and Sam Kenley, whose injuries are also listed, are employes of Ivy H. Smith Co. Ollie Holbrook is an employe of D. L. Walker & Co. E. L. Ward and Casto Locklear are of Day & Zimmerman, Inc.; C. A. Dawley of the D. & W. Construction Co.; D. C. Allman of Paul L. Gilmore Co.; B. R. Bryant and Jack Wilshire of Elkhorn Construction Co.; Clifford N. Green of Walco Engineering and Construction Co.; Paul Marshall, D. C. Chandler and Emerson Koisler of Wanamaker & Wells, Inc.

RURAL AMERICA LIGHTS UP. This important book by Harry Slattery, REA Administrator, stresses the importance of safety.

(MAN) POWER LOSS
These Accidents Were Reported To
REA During February



DEAD.



William Schoenleber
REA employee on Nebr. 76 S. Nebr. Dist. Pub.
Junior Woods
Employed by Contractor on Ky. 58 Floyd

DISABLED.

REA SYSTEM EMPLOYES

Wisc. 14 Oconto--Gordon Warschkow--leg broken.
Okla. 22 Cotton--Marvin C. Emal--electric shock, 3 fingers burned.
Ark. 12 Miller--A. H. Seymour--both hands burned, wrist sprained, thigh bruised, cut on chin and bruises on face.
Okla. 22 Cotton--William LaVonture--electric shock, right thumb and left hand burned.
Iowa 33 Calhoun--Geo. M. Cunningham--back muscles sprained.
Iowa 33 Calhoun--W. R. Butler--right hip muscles strained severely.
Minn. 39 Chippewa--Gerald Swanson--electric shock, both heels crushed.
Fla. 25 Lee--Geo. Simmons--3 ribs and collar bone broken, lung tissue injured.
Nebr. 76 S. Nebr.--V. Pickering--leg broken.

DISABLED.

CONTRACTORS' EMPLOYES

Fla.--James Shockley--shoulder injured.
Fla.--Jake Bozema--bruised side.
Fla.--Sam H. Kenley--back wrenched.
Ky.--Ollie Holbrook--bruises and shock.
N. C.--E. L. Ward--Knee lacerated.
N. C.--Casto Locklear--finger mashed.
Ohio--C. A. Dawley--electric shock, finger injured, slight break in 1 vertebra.
Ohio--D. C. Allmon--electric shock.
Okla.--B. R. Bryant--back wrenched.
Okla.--Jack W. Wilshire--electric shock.
Okla.--Clifford N. Green--rib fractured.
S. C.--Paul Marshall--heart muscle strained.
S. C.--D. C. Chandler--scalp lacerated.
S. C.--Emerson Keisler--back muscles strained.

REA SYSTEMS REPORT 10 ACCIDENTS
21 LISTED BY CONTRACTORS

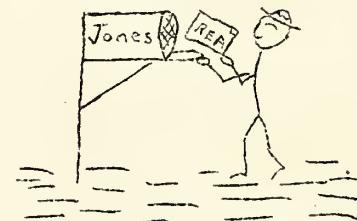
A total of 10 accidents, 9 disabling and 1 fatal, were reported by REA systems in February. They are classified as follows:

Falls - - - - -	1
Falling/flying objects - - - - -	4
Handling objects - - - - -	1
Electric shock - - - - -	4

During the same period, 21 accidents, 14 disabling, 6 non-disabling and 1 fatal were reported by contractors on REA systems. They are classified as follows:

Falls - - - - -	4
Falling/flying objects - - - - -	10
Handling objects - - - - -	2
Hand tools - - - - -	1
Electric shock - - - - -	3
Vehicle - - - - -	1

The fatal accidents are described on the first page of this issue. In this connection it is noteworthy that in both deaths, no control or bull-rope was used to control the load of poles. Lack of space prohibits us from going into detail of all accidents listed on this page. However, information on any accident will be sent to any project superintendent, lineman, or other interested party upon mail request.



RUBBER GLOVES TESTED

The Bodendieck Tool Company of Taylorville, Ill., has notified REA managers that it is in a position to test the rubber gloves used by linemen. The company says:

"Recently we received 5 pairs of gloves for testing and found 3 pairs bad."

This report indicates the importance of testing rubber gloves frequently.

SAFETY DEMANDS
"KEEP YOUR HEAD
BELLOW THE NEUTRAL"

Carelessness caused 2 serious accidents on Okla. 22 Cotton in February.

In one accident, William LaVonture suffered severe burns on both hands. While engaged in removing ground wires from pole tops, in a manner which is in violation of Safety Bulletin No. 7, LaVonture's foot slipped while reaching for his rubber gloves. He reached out for support and contacted a live wire. Rubber gloves, safety equipment and instructions were provided, but the man failed to use them.

In the other accident on this system, Marvin C. Emal, lineman, suffered burns on 3 fingers of his left hand. Emal was performing work on a pole top on which he had pulled the ground wire loose. He had just removed his rubber gloves and cut this wire. The loose end of the wire flew through the air and evidently drew an arc to his hand.

If the lineman keeps his head below the neutral, accidents like these will be prevented. This is definitely live line work and in these cases described, the line should have been killed.

**REA SYSTEMS IN OHIO
 JOINED IN SAFETY MOVE**

REA systems have been put in a special category in the electric light and power state-wide safety campaign, now being waged under the sponsorship of the Ohio Industrial Commission.

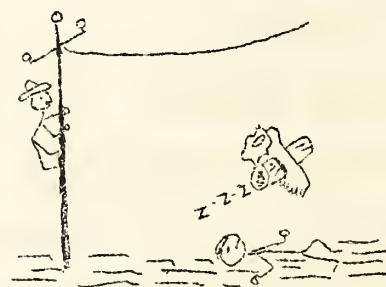
The Commission reports that 18 REA co-ops had no accidents in January, 1941. These coops are:

Pioneer, Piqua; Belmont, St. Clairsville; Paulding-Putnam, Paulding; Firelands, North Fairfield; Hancock-Wood, North Baltimore; North-Central, Attica; Holmes, Millersburgh; Lorain-Medina, Wellington; Guernsey-Muskingum, New Concord; North Western, Montpelier; United Rural, Kenton; Union Rural, Marysville; Buckeye, Gallipolis; Marion, Marion; Morrow, Mt. Gilead; Butler, Hamilton; Logan, Bellefontaine; Carroll, Carrollton.

The Commission reports frequency-accidents per million man-hours at 5.7 as compared to 11.55 for the industry as a whole in 1939. REA believes that the safety campaign in Ohio will result in a sharp drop in accidents on Ohio lines.

**GROUND MAN FAILS
 TO KEEP HIS EYE
 ON MAN ON THE POLE**

It is elementary in live line work that the man on the ground must watch constantly while the man on the pole is performing his duties. This prime rule in safety work was disregarded on Ark. 12 Miller, when A. H. Scymore, a lineman, suffered burned hands, a sprained wrist, a bruised thigh and bruises on the face. The REA system at Texarkana, which reported the accident, stated:



"Scymore did not know just how the accident happened. He had just belted in below the neutral conductor and started to uncoil the transformer jumper

when he received the shock. The ground man was not watching and could not be of any assistance in telling how the accident happened. Scymore was laid up for 60 days.

The ground man in this case was certainly guilty of contributory negligence which might well have proved fatal to Scymore.

**FALL OF POLE DISABLES
 LINEMAN FOR 4 MONTHS**

A disabling accident on Fla. 25 Lee emphasizes the need to stop and think before climbing a pole.

George Simmons, lineman, suffered 3 broken ribs and a broken collar bone and was laid up for 4 months when a pole fell. There was a house service about 30 feet long on this pole and when Simmons released the tie wires on the primary conductor, this house service pulled the pole over, snapping it off short at the ground. Simmons was unable to release his safety belt and get away from the pole before it hit the ground. The force of the falling pole was slightly lessened by the pole striking a corner fence post before it hit the ground, pinning Simmons under it. The pole was immediately lifted from him and first aid administered.



HE KNEW WHAT TO DO,
AND SO THIS LINEMAN
SAVES THE LIFE OF BOY

A. Eubanks knew what to do. And because he did, this lineman for the Pea River Electric Membership Corporation of Clayton, Ala. possibly saved a life.

Eubanks reports:

"Recently, while reading meters, Mrs. Amon Price rushed up to me and said that her son, John, had shot his right hand with a 12-gauge double-barrel shotgun. I immediately got my first aid kit out of the service truck, ran over to the house and found the boy walking in the backyard in circles with his hand bleeding very badly. The family insisted that I rush the boy to the hospital immediately but having been trained in first aid Red Cross work by REA, I thought it best to stop the blood and treat for shock before starting him on the trip. I put on the tourniquet, bandaged his hand with gauze, gave him a small amount of ammonia and then carried him to a hospital 15 miles distant. The first 3 fingers were lost."

"I was congratulated at the hospital for giving first aid. I was told he might have died had it not been applied."

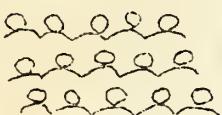
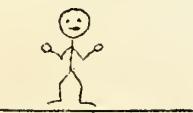
DEFINITE PROGRAM URGED
FOR SAFETY MEETINGS

Osie Cauble, line foreman of Texas 49 Denton, has held frequent meetings of co-op personnel to emphasize safety. He says:

"I feel there should be a definite program every time one of these meetings is called. Unless this is done, the meeting is likely to turn into a gab fest."

Cauble's "safety mindedness" is paying dividends. There were 7 no lost time accident award pins given on this REA system in February to all members with one year service with REA with no lost time on account

of accidents. The names of these employees, in addition to Cauble, receiving these awards were: T. R. Qualls, Project Supt.; G. R. Richmond, Lineman; Francis Rick, Lineman's helper; Mrs. Bertha Anderson, Bookkeeper; and Miss Lenora Canafax, Stenographer.



ENGINEERING FIRM APPEALS
TO CONSTRUCTION COMPANY
WHEN EMPLOYEE IS INJURED

The following letter received from the C. H. Guernsey Engineering firm tells its own story. The firm, which was employed by an REA system is to be congratulated for acting promptly after an accident occurred. The letter to THE REA LINEMAN follows:

"Yes, there is a copy of our demand for precautions tacked on the two walls of the Contractor's office and also in the office of the cooperative, but after all this is like locking the barn after the horse is stolen.

"The serious accident to Jack W. Wilshire was another result of dumb carelessness. Immediately we wired Elkhorn Construction Company, Norfolk, Nebraska, as follows:

PLEASE STRAIGHTEN OUT YOUR MEN AT ONCE FOR FOOL HARDY AND RECKLESS DISREGARD FOR ALL THE RULES OF SAFETY AND COMMON SENSE. ANOTHER MAN BURNED, BUT NOT KILLED, COULD HAVE BEEN AVOIDED.

"The day after the accident, Mr. Medelman, the principal owner of the contractor's company was on the job and presume he injected some thoughtfulness in the heads of his foremen and superintendent.

"It is bad for us when accidents like these happen. It reflects lack of judgment or lack of forethought or 'lack of something' on the part of everybody. However, on the Jack W. Wilshire accident our own men were in no wise to blame.

"This Contractor works all young men, between the ages of twenty and thirty, not an older seasoned man in the bunch (in responsible charge of things). This, I believe, has something to do with the situation on this project. Young men within a narrow age limit are known to make the very best soldiers chiefly because of their seemingly fool-hardy disregard for danger. We think they need to be mixed up with an older head once in a while, who should at least permit their brains to supplant their bravery."

ELECTRIC FENCES. The directors of Ida. 11 Koontzai have ruled that electric fences on their system must be of type O.K.'d by the National Underwriters, or the states of Oregon and Wisconsin.

THE REA LINEMAN

They sings of the men as goes down to the Sea,
 Of the heroes of cannon and swords;
 An' writes of the valor of dead chivalry
 An' the bravery of old knights and lords.

They sighs 'cause the romance of knighthood is past -
 'Cause there ain't no ideals any more -
 They say that this old world's a-rolling too fast
 To develop "esprit de corps."

But them as complains are the ones as don't know -
 Who sit close where it's warm, and then kick.
 They ain't never seen a line sagging with snow
 An' had to get Service back -- Quick!

These fellers ain't togged out all shining in steel -
 They don't ride around on no hoss -
 They don't sing no songs about how they feel
 In the gales when the feeders may cross.

They don't wave no banners, embroidered in gold
 In Latin nobody can read
 They don't do no braggin' of deeds that were bold -
 Their motto is: "Service and Speed."

Their armor ain't nothin' but slickers and boots -
 Their weapons are climbers and pliers -
 Their battles are fought up where high tension shoots -
 An' death lurks, unseen on the wires.

They're fightin' the gales and the blizzards and ice -
 Protectin' the towers and span
 With effort not measured in hours or in price -
 For one cause - just SERVICE TO MAN.

So here's to the Lineman -- that son-of-a-gun
 That can go without sleep for a week,
 That sticks with the job till it's every bit done,
 An' the feeders can carry the peak.

For his is the knighthood that's noblest by far -
 That highest and mightiest clan
 That's a-lighting the battles of Things-as-they-are
 In the cause of the SERVICE OF MAN.

